

GAYNOR ACCEPTS; HITS AT MURPHY

Throng of 5,000 at City Hall Hears Charge of City's Betrayal.

"SHOVEL RASCALS OUT"

"We Will Send All Grafters to the Dump Heap," Says Mayor.

HOT REPLY FROM HAPGOOD

Says Gaynor Attacked Tammany Only When Refused Nomination.

The Politics of Yesterday.

Mayor Gaynor's hat fell unequivocally in the center of the ring yesterday. With no provisos and no qualifications he accepted the offer of an independent nomination for a second term at a remarkable gathering in City Hall Park. He attacked Tammany for its upstairs method of selecting a Mayor, and contrasted it with the open air demonstration in his own interest.

Norman Hapgood, in turn, pitched into the Mayor, saying that he had sought a nomination at the hands of the men whom he criticized.

Francis W. Bird, Progressive chairman, said that John Purroy Mitchell has no intention of retiring, and that no one has any intention of asking him to do so.

John J. Lyons, Republican leader in the Thirty-first Assembly district, said that such returns as he has had from his post card canvass show Mr. Gaynor a favorite among Republican voters by 5 to 1 over Mr. Mitchell. He didn't say how many answers he had received.

William R. Hearst has until mid-October to decide whether he will take an Independence League nomination for Mayor.

GAYNOR CHEERED BY 5,000.

Remarkable Scene Attends Mayor's Open Air Nomination.

Mayor Gaynor sat in the portico of City Hall in the face of a throng of 5,000 of his fellow citizens that he is their chosen candidate again for the office of Mayor of New York. He agreed to run.

Mr. Gaynor was not well. The distressing throat trouble which kept him away from his office all of last week was still upon him. Most of the time that he was in the portico of City Hall he was in the company of his wife and children.

His secretary, Robert Adamson, read his speech of acceptance while the Mayor looked on. But when Mr. Adamson reached the end of the address—it was very short and full of barbed shafts—it was the Mayor who spoke.

"The people of this city are going to shovel all of these miserable little political grafters into one common dump heap," the Mayor jumped forward and said.

"Yes, that is what we are going to do—shovel all the miserable grafters into the common dump."

And fitting his action to the words he seized a workman's spade and went through the motions of shovelling the politicians out. It was not the glided spade with the red, white and blue handle that he used, but one of the homely tools that a laborer will use to-day, perhaps, in digging for the city's new subway system.

The crowd clapped the Mayor, and then he and his leaders—R. Ross Appleton, Jacob H. Schiff, Herman Ridder, Fire Commissioner Johnson and the rest—retired to the recesses of the City Hall.

Back to the Old Days.

It was a celebration without precedent since the days of New Amsterdam. Political grayhounds who gathered in City Hall Park yesterday had never before seen a town meeting of this metropolis, a town meeting which had as its purpose the re-nomination of a Mayor. There have been nomination meetings without end, but they were affairs at which the nominees struck his keynote and all the political straight horses stand by and applaud. But not within the enclosure of the oldest inhabitant have we publicly nominated a Mayor in town meeting.

The Mayor made no honorarium promises. He said that the incident was unique, that the nomination was made in the open air and not in upstairs conferences of the houses. He added in three short sentences that his chosen emblem of the Mayor was not only the construction of the city's new subway system, but the elimination of graft.

The Mayor's speech had no word for the fusionists. It was aimed directly at Tammany Hall, and he mentioned the names of the Tammany leaders who refused him a nomination.

Mayor Gaynor's Speech.

This is what he said through Mr. Adamson after Jacob H. Schiff, Herman Ridder and R. Ross Appleton had finished telling him that he was the choice of a large company of New Yorkers for a second term as Mayor of New York:

"I accept.

"What you do this day shall become memorable. You are teaching the intelligent people of this city how they may nominate their candidate for office, if they see fit and have the spirit, and not submit to having candidates imposed upon them by a little coterie of men who follow politics as a dishonest trade and have no other visible means of support.

"How different this vast and impressive

SING SING "LIFER" MISSING.

Kilbride Killed Brooklyn Woman—Other Convicts Cheer.

OSWING, Sept. 3.—John Kilbride, 35 years old, a life prisoner at Sing Sing for murder, escaped late this afternoon. He was in his place at 4:30 o'clock, but when the prisoners were assigned preparatory to their return to their cells at 4:50 o'clock he was missing.

All the keepers who had been on duty today were present and at the direction of Warden Clancy they assisted in a search of the boxes ready for shipment and other places in which he might have hidden.

Kilbride was under the charge of Keeper Hugh Lavery in the shipping department. The prison officials said they were sure Kilbride could not have got outside the prison walls.

The convicts yelled and hurrahed when through cell windows they saw the crowds on the outside attracted by the blowing of the big whistle, and there was considerable excitement among them for an hour or more.

Kilbride came to the prison from Kings county on July 16, 1906. He had been convicted of murder in the second degree. At a party given in Brooklyn on the night of June 5, 1904, John Kilbride paid marked attention to a certain Mrs. John Kelly, the wife of an employee of the Crescent Athletic Club. Kelly called at the reception for his wife and when he found her with Kilbride he began a heated argument. Kilbride drew a gun and fired at Kelly, but the bullet struck Mrs. Kelly, killing her. Kilbride then made a dash for the door and escaped.

On June 6 Kilbride surrendered himself to the police at Fort Hamilton station and after a quick trial got a life sentence.

Recently at Sing Sing he confessed to having murdered a young man named Hardy, whose body was found in New York Bay.

MOORE, THE ALIMONY DODGER, DIES SUDDENLY

He Owed His Wife \$35,000 and Was Arrested Many Times.

HACKENSACK, N. J., Sept. 3.—Henry E. Moore, the wealthy Philadelphia alimony dodger, died in the Hackensack Hospital last night. He was under \$35,000 in back pending his wife's suit to recover \$35,000 back alimony.

Vice-Chancellor Stevens recently appointed a commission to inquire into Moore's sanity on September 10. Death is thought to have been due to acute Bright's disease and paresis.

Moore had succeeded for over ten years in defying the courts by dodging payment on alimony awarded to his wife, Gertrude L. Moore, in 1902 by a Philadelphia Judge, who granted her a bill of separation. The alimony was fixed at \$333.33 a month.

Moore got out of the jurisdiction of the Pennsylvania courts and came to New York. He lived at 208 West Ninety-seventh street. In the following year Moore was accused by James Keegan, a New York teamster, of stealing his wife. Keegan attacked him and was sent to jail for sixty days for assault.

In 1909 Mrs. Moore had her former husband arrested on a charge of living with a woman known as Mrs. Anna Heister. She also began action in New York to enforce the payment of the Philadelphia alimony judgment. Moore was held in contempt of court here and again fled from his troubles. He next turned up in Rutherford, N. J., where a niece of Mrs. Moore found him in 1911 living the life of an idle gentleman. He was arrested in connection with the case and was released on \$50,000 bail.

Moore again disappeared, but the bondsmen found him in New Haven, Conn., in the middle of July last, and he was returned to the county jail in Hackensack.

He was released from jail on August 19 under a \$50,000 surety bond. Later Vice-Chancellor Stevens appointed a commission to examine into his sanity. He was then in the Hackensack Hospital where he remained until he died.

ODDS 1 1/2 TO 1 AGAINST GAYNOR.

Drop From 3 to 1 in a Week—McCall at Even.

Betting odds in Wall Street yesterday were 1 1/2 to 1 against Mayor Gaynor. A week ago they were 3 to 1.

In certain quarters the betting was 2 to 1 against Mitchell and 3 to 2 against Gaynor, while the betting on McCall was even. At the opening of the betting last week the odds were 6 to 5 against Mitchell, 3 to 1 against Mayor Gaynor and even on McCall.

One bet of \$500 was registered at even money on McCall yesterday, and it is asserted that there is plenty of money to be staked on the same basis.

One man said yesterday that if Hearst was nominated he had \$500 to bet that he would be elected, while in another quarter \$100 to \$200 was wagered that McCall gets 50,000 plurality. A bet of \$300 even money was also recorded that Prendergast beats Metz.

THREE WOMEN IN AIR FLIGHT.

Miss Ruth Law May Have Established a New Record.

GARDEN CITY, L. I., Sept. 3.—It is believed that Miss Ruth Law, sister of Rodman Law, the aeronaut, established a world's record for women passenger carrying to-day.

She made a flight of 800 feet in altitude about ten minutes in duration, in a biplane, carrying Mrs. Richard R. Sinclair and Miss Pearl McGrath. The latter sat on the lower wing. She is a New York debutante of last winter.

Mrs. Sinclair and Miss Helen Maria was a Baltimore girl. She resides at Nassau Boulevard, L. I.

THAW IS FREE FOR FORTY-FIVE SECONDS

Released by Magistrate, Then Arrested by Officials of Immigration Bureau.

RUSHED TO THE FRONTIER

Held at Coaticook Pending an Appeal to Minister of Justice.

SHERBROOKE, Que., Sept. 3.—Harry Thaw was discharged from the Sherbrooke jail this afternoon at 2:45 o'clock, when Magistrate Matthew Hutchinson sustained a writ of habeas corpus which said he was being illegally detained. Thaw was immediately rearrested by Canadian immigration officers and rushed in an automobile under heavy guard to Coaticook, twenty-two miles from here.

A board of inquiry, consisting of three immigration officers, convened at 9:30 to-night to determine whether he was guilty of entering Canada by stealth. Had they found him so to-night he probably would have been deported forthwith. But they did not because the two attorneys representing Thaw pleaded for adjournment until 9:30 to-morrow morning on the ground that all of his counsel were not present. The plea was granted.

Thaw suffered a nervous breakdown at midnight.

"This is more than I can stand," he hysterically told Attorney W. K. McKinnon, who went to consult his client. "I wish it were true that I had been shot attempting to escape from Sherbrooke jail," added Thaw. "An evil fate seems to pursue me. I would rather die than return to that hell hole, Mattawan."

The Government has a number of physicians on hand in case the question of Thaw's sanity is raised. To-night, however, it has been agreed among attorneys for both sides that the insanity issue is to be temporarily dropped and that an appeal to the Minister of the Interior may be made.

More Habeas Corpus Perhaps.

His attorneys may force the case back into the court by further habeas corpus proceedings, and there test the constitutionality of the immigration act. At least this is what one of them indicated to-night. Should Thaw be deported in the morning the New York officers are prepared to rush him across States and into New York without delay. In Vermont the New York forces are thoroughly organized to aid such an attempt, while Thaw has as yet retained no counsel there.

The events of the day were but imperfectly forecasted at 1 o'clock. Shortly before that hour Magistrate Hutchinson sent word to the Thaw attorneys and to the New York State officers that he might render judgment this afternoon, but that on the other hand he might be unprepared to decide as much of Thaw's fate as was in his hands until to-morrow morning.

Scarcely, however, had this announcement been made when Hutchinson sent out a second message. This one was a call to all the Canadian attorneys connected with the case to come at once to the Magistrate's chambers. As was the case yesterday, the New York attorneys were left out in the cold.

There was no excitement. Everything had been planned by Hutchinson with such complete secrecy that the lawyers themselves were not definitely told that the judgment was to be delivered forthwith.

Thaw, pacing the floor of the hospital ward in Sherbrooke's jail, was left completely in the dark.

When the lawyers for New York State, as well as those for Thaw, had arrived at Hutchinson's chambers and found uneasy seats for themselves, the court drew a bulky package of legal foolscap from a table drawer and said that the judgment was prepared.

Charles P. White, K. C., of counsel for Thaw, sprang to his feet, but before he could speak the privilege was preemptorily denied to him.

"The Sheriff will please send directly for Harry K. Thaw and have him brought to this place," said the court.

Half an hour elapsed before Thaw arrived. Gov. Laforce of the jail, notified by telephone, had found Thaw in a nervous state that threatened instant explosion.

"You've got to go to court immediately," said he.

"What, to court? I can't!" Thaw banged his right fist into the palm of his left hand as he spoke. "What do you mean by saying I've got to go to court? I didn't expect to go until to-morrow."

It was ten minutes before Laforce could convince Thaw that he meant what he said. Then Thaw, seized by a foreboding that was to prove correct, insisted on packing his few clothes in a steamer trunk which he had bought and had sent to the jail. At last the prisoner left in an open car, carried away by two horses. Two husky Dominion policemen, the lighter of them weighing 250 pounds, sat opposite the jailer and Thaw. A third policeman was on the box with the driver. Thaw himself sat as straight as a stick.

The entire manoeuvre had been kept so completely in the dark that not one of Sherbrooke's citizens knew what was on foot. The ride of half a mile was unmarked by any notable incident.

Thaw Hears Opinion Read.

In Magistrate Hutchinson's chambers Thaw was seated at one corner of a long table at the head of which the Magistrate held forth.

Hutchinson began immediately the reading of his opinion, a document about 2,500 words in length. He read slowly and deliberately. It was five minutes before he reached the first words indicating that the writ was to be sustained. Before that instant an action characteristic of Thaw was seen by all, for all had at that moment turned their eyes on the prisoner. Thaw turned half way around in his chair and, stretching out his hand

CHICAGO GAINS 62,100.

City Directory Census Made to Show 2,888,500 Population.

CHICAGO, Sept. 3.—Chicago's population has increased 62,100 since September, 1912, according to the count made by the Chicago Directory Company. The population this year is estimated at 2,888,500. Last year it was 2,826,400.

The new 1913 directory made its appearance to-day. The book contains nearly 1,000,000 names, not counting duplicates in the business and home sections of the volume.

The increase of 62,100 is based on a census taken by the publishing company in which canvassers go over the city three times to make sure they have not missed any names.

ZIONIST CONGRESS IN UPROAR.

Accusatory Telegram From Max Nordau Causes General Disturbance.

VIENNA, Sept. 3.—There was a breezy session of the Zionist Congress here to-day following the receipt of a telegram from Dr. Max Nordau from Paris accusing the leaders of the movement of having forsaken their high ideal.

The object of the delinquent body opposed the proposal to send a reply to the telegram and in the midst of proposals and counter proposals shouted from all parts of the hall President Wolfsohn could not make himself heard. Peace was finally restored, but the session was adjourned without a decision having been reached in regard to the Nordau telegram.

HETCH-HETCHY WATER BILL PASSED BY HOUSE

Project for Lake in Beautiful Valley Has Been Denounced as a Grab.

WASHINGTON, Sept. 3.—The House by a vote of 182 to 43 passed to-day the water project bill providing for the grant of an extensive tract of land in the Hetch-Hetchy Valley, a part of the Yosemite Valley National Park. This project has been before Congress for several years and has been a matter of bitter controversy.

It was opposed by a group of legislators who insist that the creation of a 3,500-acre lake in the Hetch-Hetchy Valley destroys a place of natural beauty second only to the wonderful Yosemite Valley.

The Hetch-Hetchy Valley is some 4,000 feet above the level of the sea. It is about 140 miles southeast of San Francisco. The creation of the Hetch-Hetchy Valley lake is projected primarily to supply pure water for drinking and other purposes to San Francisco. The water supply is expected incidentally to be utilized by power plants.

San Francisco has bonded itself to provide for the construction of the lake and the aqueduct. The cost of the scheme will approximate \$77,000,000. Engineers have estimated that the water power obtainable through the downward steps of the aqueduct from the Hetch-Hetchy Valley to San Francisco will prove of great profit to the projectors of the scheme and the lessees of the water power.

RAILROADS LAUGHTER MUST END—M'CHORD

Wants Power to Order Safe Intervals Between Trains of Wooden Cars.

RIGID FEDERAL INQUIRY

Data Asked of Pullman Company—Secret Investigation Prevented.

WASHINGTON, Sept. 3.—Evidence became stronger to-day that the Wallingford wreck on the New Haven will result in legislation for the protection of passengers of the railroads of the United States.

"This slaughter by the railroads must stop and we are going to see that something comes out of this wreck besides publicity," was the comment of Interstate Commerce Commissioner McChord, who has charge of the inquiry into the New Haven disaster.

As one of the first steps in this general inquiry the Interstate Commerce Commission to-day called on the Pullman company to submit a statement showing the number of cars of wooden and steel construction in its entire service.

Assurances were given by the commission that the investigation to be conducted into the New Haven wreck which will begin on Friday morning will be most thorough. The commission announced late this afternoon that the cars in the wreck were not destroyed until the commission's inspectors had made an examination.

Early to-day the commission, however, had received an intimation that a secret investigation was being made by the Coroner at New Haven and the Federal commissioners immediately took steps to head it off. Commissioner McChord directed Chief Inspector Belknap, who was on the scene of the wreck, to insist upon being present at all sessions of the Coroner's inquest. The inspector was instructed further to wire immediately to Washington if any obstacles were placed in his way. He was assured that the commission would back him with all its power.

Belknap was instructed also to have inspectors present at any investigation which the railroad might make. Apparently the commission is suspicious that any secret investigation by the railroads may include a coaching of the witnesses preparatory to the formal inquiry to be held by the Federal authorities.

Chairman McChord early to-day received this message from Mayor Fitzgerald of Boston:

"In view of to-day's accident on the New Haven road, is there not some way in which the Pullman company can be compelled to build steel cars? Certainly the Pullman company cannot plead poverty of resources. Millions of its present capital are going to stockholders' last twenty years. Am sending same telegram to Massachusetts Public Service Commission, but inasmuch as Pullman business largely interstate business, think your board proper authority to suggest legislation."

Before he received this telegram Commissioner McChord had wired to the general manager of the Pullman company at Chicago as follows:

"Commissioner desires your company to furnish statement at the earliest possible date showing number of cars used in passenger train service, number of such cars of wooden construction, of all steel construction and of steel underframe construction; also number of cars now under construction and proportion of same of wood, steel and steel underframe. This information imperatively needed for use New Haven wreck investigation now in progress."

Commissioner McChord sent a reply to Mayor Fitzgerald informing him of what he had already done.

"This is the message which Commissioner McChord sent to Inspector Belknap at New Haven:

"Have men at all meetings of Coroner or railroad regarding wreck to get what is said, and done. Our reports indicate secret investigations being held."

In speaking of what may be done to safeguard the life of passengers as a result of this wreck Commissioner McChord said:

"I think that legislation should be modeled after the safety appliance law passed a number of years ago. That law required that all roads should completely equip themselves with certain appliances by a fixed date; but authority was left to the commission on proper showing, and with certain restrictions, to extend the time for particular roads. That law proved very satisfactory in operation."

Suggests Federal Control.

"In the case of a road operating wooden cars there should be authority for the commission to impose necessary restrictions on its train operation. We could say, for instance:

"You are running very fast, heavy trains with intervals of seven or eight minutes between them. That is too dangerous when wooden cars are used. Trains of this class must be run further apart, perhaps at twelve or fifteen or twenty minute intervals, as we should be able to determine after investigation. Also the speed of these trains must be brought down to a safe point, so long as wooden cars remain in the service."

"We will before this is ended investigate the entire question of comparative cost of steel and wooden cars, their respective lives in the service, the capacity of the country's manufacturers to turn them out and other details. I understand that the cost of the steel car is about one-third more than of a wooden car of like capacity, but we have no detailed data."

"Neither do we know how long cars of each type will last or which is the cheaper in the long run. My understanding is that the steel cars have not been in vogue long enough to give an accurate answer to the question of their lifetime of service. On the New Haven, though we

ANNIVERSARY OF SEDAN.

Edward Detaille's Reply to German Who Wanted Battle Painted.

PARIS, Sept. 3.—The anniversary of the disaster to the French arms at Sedan in the Franco-Prussian war recalls the story of the late Edward Detaille's retort to the German impresario who asked the famous painter of battle scenes to paint a panorama of incidents in the battles around Sedan and offered him 2,000 francs (\$300). Detaille refused.

"How much, then?" asked the German. "Five millions," replied Detaille, referring to the indemnity one billion dollars, which France was obliged to pay to Prussia after the war.

COL. FITZGERGE HERE.

Younger Son of the Duke of Cambridge Criticizes Haldane.

Col. Sir Augustus FitzGeorge, K. C. V. O. C. B., younger son of the late Duke of Cambridge, was a passenger on the steamship Carmania, which arrived from Liverpool yesterday. He is a retired soldier, 45 years old and unmarried. He is on his way to Cobalt, Canada, where he owns three mines.

He visited New York, as a good politician and lawyer, but a bad soldier. Col. FitzGeorge, who was formerly an officer in the citadel at Quebec, said that Viscount Haldane antagonized military men in England while Secretary of State for War by his efforts to abolish the militia system.

GERMANY SEEKS OWN WIRELESS

Trying to Establish System Independent of the British.

BERLIN, Sept. 3.—Experiments with a new system of wireless telegraphy, especially those conducted by Goldschmidt at Hanover and Tuckerton, N. J., have stimulated Germany to try to perfect a scheme which would make it independent of the British wireless system.

An effort is now being made to establish a wireless system between Nauen and Togoland, Southwest Africa, and the Cameroons. It is proposed also to establish an independent German wireless system in the South Pacific. A large station is to be built at Samoa with a range of 1,870 miles, with stations in New Guinea and Marshall Islands, all interconnected and in direct communication with Europe by means of the Dutch cable from Yap, one of the islands in the Caroline group.

WRECK INQUIRY HELD IN SECRET

Coroner and State Officials Refuse to Give Out Testimony.

NEW HAVEN WILLING

Interstate Commission to Conduct a Separate Hearing.

21 DEAD IDENTIFIED

Railroad Shows Engineer of Wrecker Had Not Been Overworked.

The inquiry into the wreck of the Bar Harbor Express of the New Haven Railroad at North Haven Tuesday morning, in which twenty-one were killed, is being conducted in secret at New Haven.

The railroad officials were willing to have full publicity, but Coroner Mix and the Public Utilities Commission were not.

The inquest, which will begin to-day, also will be a secret affair.

Interstate Commerce Commissioner McChord said that the slaughter on railroads must stop, and that the Federal inquiry would be rigid.

Washington legislators are planning to introduce bills compelling railroads to use only all steel passenger cars.

DEMOCRACY AT HER BEST.

Daughters of Danish Cabinet Ministers Servants in London.

LONDON, Sept. 3.—It has just become generally known that a daughter of Minister of Agriculture Pedersen of Denmark is working in London as a domestic servant in a family which was astonished when her identity became known accidentally.

The daughter of Minister of Education Nielsen is also in London looking for a similar position. The object of the young women is to learn the English language and domestic life. Their parents approve of the method they have adopted.

HONOR CONVICTS LEAVE JOLIET.

45 Men Go Into Camp to Begin Work on State Roads.

DIXON, Ill., Sept. 3.—A new chapter in the prison history of Illinois was begun near this city this afternoon when forty-five convicts from the State penitentiary at Joliet went into camp near the historic village of Grand Detour, prepared to begin work in connection with a "word of honor" contract with the State of Illinois. A consignment of picks and spades had been shipped on in advance and were on hand when the convict laborers arrived, but actual work upon the road will not begin until sunup to-morrow.

Tents were pitched at the foot of the hill and rations were served to the men shortly thereafter for the first meal as "free men." The road to be built by the "honor men" leads out of Grand Detour, and the amateur road builders will cut through a hillside and a patch of timber to make about a mile of new road.

T. G. Keegan, superintendent of work, and Charles Hardy are in charge of the party. Neither is armed. A guard will stand guard at night while the men sleep.

\$87,500 FOR GRAM OF RADIUM.

Prussian Government Buys It for Hospital and Scientific Use.

BERLIN, Sept. 3.—The Prussian Government has bought a gram of radium for \$87,500 for hospital and scientific use.

Prof. Hys is making an appeal to the nation to subscribe to the fund for the purchase of radium, which has already reached \$200,000.

WOMAN WINS IN \$2,000,000 CASE.

Irish Claimants Beaten in Contest for McKee's Estate.

WASHINGTON, Pa., Sept. 3.—Judge J. A. McMillan handed down a decree to-day sustaining Mrs. Anna Braden of this place in her claim to the property left over by her mother, Mrs. Sara King McKee, wife of John McKee, who died three years ago. The decision settled an international contest for the estate of \$2,000,000 left by John McKee, who for years was a leading oil producer of western Pennsylvania. The contention was made that McKee never was married legally.

Mrs. Braden's three brothers, William and Scott McKee of Washington, and James R. McKee of Franklin, several weeks ago effected a settlement by paying \$75,000 to Irish claimants of the estate. Mrs. Braden, however, refused to settle and has won in her long fight, the Irish claimants having failed to file evidence within the time limit.

LARRY DOYLE IS MARRIED.

Miss Gertrude E. McCombs and Giants' Captain Wed at City Hall.

Larry Doyle, captain and second baseman of the Giants, and Miss Gertrude Elizabeth McCombs of Florida were married yesterday in the City Hall by Alderman Nathan Lieberman.

It took some time to find the Alderman after the license was obtained. Fred Merkle, first baseman of the Giants, aided Doyle in getting the license in the morning and helped in the search for the Alderman. After the marriage the couple hurried away in a taxicab and Merkle went to the Polo Grounds. Arthur Shafer played second base in Doyle's place.

BRYAN'S ONE NIGHT STANDS.

Here They Are With the Tariff for the Lectures.

WASHINGTON, Sept. 3.—The daily lectures of Secretary Bryan were delivered at Eastern, Md., to-night. The Secretary left for the Maryland town early in the afternoon, but hoped to be at his office again to-morrow morning. He is going to-morrow afternoon to Leesburg, Va., where he will speak from the Judge's stand at the Loudoun county fair.

Future appearances of the Secretary of State on the Chautauque circuit for one night stands from Washington are announced as follows: Woodbury, N. J., September 10; Charlottesville, Va., September 16; Charlottesville, Va., September 18; Culpepper, Va., September 19; and Warrenton, Va., September 20.

P. S.—These dates may be added to or reduced according to circumstances. All appearances are to be in a big tent with a seating capacity of 1,500. Mr. Bryan is to receive \$250 for each lecture and half of all the gate receipts above \$500.

UNIONISTS DISCUSS BALLOT.

Right to Act Politically in Defense of Labor Urged.

MANCHESTER, Sept. 3.—The trade unionists were occupied to-day mainly in discussing a proposed motion by W. E. Harvey, M. P., calling the attention of the representatives of organized labor to the "vital importance of the ballot now being taken under the trade union act of 1913 which will determine whether political activities shall form part of the functions of trade societies" and strongly recommending that all trade unionists vote in favor of the unions having the right to act politically in defense of the rights of labor.

The syndicalist section of the delegates keenly criticized the Labor party in Parliament. The syndicalists said they have no use for Parliamentary action. They asserted that the Labor members of Parliament have never done anything for the benefit of the workers and objected to the funds maintained for the expenses of the Labor members.

Notwithstanding this criticism, Mr. Harvey's resolution was adopted by a large majority.

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Washington legislators are planning to introduce bills compelling railroads to use only all steel passenger cars.

As on the preceding day the inquiry was secret and little more than the names of the witnesses was made public. The policy of secrecy which is being followed was attributed to-day by the railroad officials to the desires of Coroner Mix and of Chief Engineer C. C. Elwell of the Public Utilities Commission.

The question whether this policy should be pursued further in the face of the criticism that was being made, was practically all this afternoon at the railroad men and by other officials involved. The matter finally was put up to Mix and Elwell with complete power to do as they saw fit.

Both declined to alter the position which they had taken yesterday and the testimony of the witnesses remained in the hands only of the officials mentioned and of the railroad.

President Howard Elliott, who assumed his duties a few minutes before the accident, repeated to-day what he already said yesterday, that the railroad courted full publicity and that no effort would be made to keep any information regarding the wreck or its causes from the public or the press.

When asked if the easiest way of carrying out his declaration would not be to make public the testimony taken in the inquiry President Elliott at once assented on behalf of the railroad.

At Mr. Elliott's request Vice-President E. G. Buckland called Coroner Mix on the telephone, and the Coroner assented to making public the testimony. Coroner Mix asked Mr. Buckland if he might have a copy of the minutes taken for his own use. The vice-president told him he could and hung up the receiver.

Mr. Buckland then got in touch with Mr. Elwell in Mr. Mix's office. Mr. Elwell said that he did object to the publicity of the statements made by the train crews and other railroad employees. He said that he would explain his reasons to the newspaper men if they would call on him at the Coroner's office.

The chief engineer of the commission came out into the narrow hall leading to the Coroner's office, which is upstairs over a restaurant, after repeated